

## **Brookline Bicycle Advisory Committee (BAC)**

Meeting Minutes for Wednesday, September 2, 2020, on-line, 7 PM

**Members present:** Elena Huisman, Alicia Lai, Neal Lerner, Mark Lowenstein, Jacob Meunier, Cynthia Snow, Len Wholey

**Members absent:** Brian Sutherland (Police liaison), Ali Tali (Transportation Board liaison)

**Others present:** Emily Jacobsen (member-elect), Jan Preheim, David Kroop, David Trevvett, Frank Caro and approximately 35+ other community members, including Paul Warren, Janice Kahn, Chelsea Bouchard, Larry Lapson, Mark A. Gray, Jr., Priscilla Karnovsky, Sean Lynn-Jones, Andy Moulton, Stuart Orkin, Robin Atlas, Jerry Wololosenke, John Van Scoyoc, Anthony Rudie, Dan Raemer, David Read, Gene Briskman, Jerry Wolosenke, Alan Leviton, Harry Briskman, Charles Epstein, Joyce Collier, Ramesh Shidar, Mary Dewart, Harry Bohr, David Truog, Evelyn Dreyfuss, Mike Sandman, Ellen Cole, Susan Rittling

**Introductions:** Members of the Bicycle Advisory Committee introduced themselves

**Minutes of the August 2020 Meeting** were unanimously approved by a roll call vote of the BAC.

**Bicycle (and Pedestrian) Safety During Construction Projects:** Ms. Jacobsen suggested that a requirement for construction sites that impinge on sidewalks and streets should be to post in a visible place where to find a map of agreed upon accommodations for the safety of cyclists, pedestrians and transit users during construction. She noted (with concurrence from other members) that a site on Harvard Street has completely blocked the sidewalk and that the cordoned off area for pedestrians is effectively being used as a construction vehicle loading zone, creating significant hazards for both pedestrians and cyclists.

Mr. Trevvett reported that the Pedestrian Advisory Committee has embarked on a project seeking input on locations of pedestrian hazards from construction and from hedges that encroach on sidewalks. These are good projects for collaboration of the BAC and PAC and having data will allow making a request for action by the Transportation Board and Town. Mr. Meunier noted that cars that always extend beyond short driveways to block sidewalks are another hazard, and Mr. Wholey noted that Seattle has a good web page on construction that might be a possible reference.

### **Possible FY 22 Capital Improvement Project Bike Requests**

Ms. Huisman reviewed the process for identifying potential bicycle improvements for funding: “wish” list from the BAC, preparation of preliminary plans by staff of the Transportation Division, community input, revisions, eventual approval by the Transportation Board and funding via the Town review process. The projects for the FY22 CIP are in the preliminary stages, and input is being sought from residents via public meetings like this one, an informal survey posted on the Town’s Facebook page, and notice to Town Meeting Members. She summarized written comments received through these avenues. After this meeting, the BAC will be sending suggestions to the Transportation Board and Transportation staff for important improvements to Longwood and Brookline Avenues to be considered in preparing new plans.

**Longwood Avenue:** Transportation staff developed three plans, which were discussed by BAC members and commented on by members of the public. The BAC voted unanimously by roll call vote to forward the following comments on the Longwood Avenue plans to the Transportation Board and Division:

- For any plan, there should be no parking on Longwood Avenue between Chapel and Kent Streets to allow continuation of the bike lane that will approach Chapel Street from the LMA.
- Making part of Longwood one-way was generally not considered feasible because it would require approval from Boston and because of potential traffic effects on other streets and on transit of emergency vehicles. This suggests that concepts 1 and 2 should not be pursued.
- The Longwood Avenue corridor should be considered and studied comprehensively to analyze whether there is a potentially safer bicycle route than Longwood between Coolidge Corner and the LMA.
- Removing parking for most of Longwood is a major concern to residents in terms of the dense population along the street as well as the effect on teacher parking for the Lawrence School.

- Attention should also be given to improving pedestrian safety, particularly at Longwood and Kent; one suggestion was for raised crosswalks or a raised intersection. Bulb-outs may interfere with safe bicycle travel, so alternatives should be sought for pedestrian safety.
- Intersections are the sites of most crashes and should be given particular attention.

**Brookline Avenue:** Following discussion, the committee voted unanimously by roll call vote to send a memo to the Transportation Board/Division with the following comments:

- It should be possible to improve the corridor at a reasonable cost with key changes to improve cyclist safety.
- Way-finding signage is essential since the link from the River St. bike path to the Muddy River bike path is not obvious.
- Improvements to the Brookline-Aspinwall intersection could include enhanced safety for both pedestrians and cyclists, perhaps with green lanes and cue boxes for cyclists making turns.
- A lane on Aspinwall from Brookline Avenue to Netherlands Road might preclude the necessity of a complex 2-way bike lane for one block along Brookline from Aspinwall to Parkman.

Ms. Huisman will draft the memos with assistance from Mr. Lowenstein and Ms. Jacobsen.

**Pedestrian Lighting:** Mr. Caro of the Pedestrian Advisory Committee presented a draft report on pedestrian lighting that emphasized the following points:

- Pedestrian lighting is different from roadway lighting; it needs to be focused on sidewalks to provide even, consistent lighting for visibility of the surfaces and potential hazards as well as to make pedestrians visible.
- Backlighting, up-light, and glare should be avoided.
- Important areas for improvement to pedestrian lighting include commercial areas, densely populated residential areas that are major travel routes (e.g., Longwood Avenue), and other important routes to major destinations, such as Brookline High School.
- Because of high costs, improvements to pedestrian lighting will be a long-term project, but it is recommended that steady, incremental progress be made with a regular budget line item for lighting, as well as incorporating pedestrian lighting considerations into major street projects early in the design process, e.g., the upcoming redesign of Washington St.

Ms. Huisman thanked Mr. Caro for the presentation and suggested that this is another good area for BAC-PAC cooperation.

#### **Open Items/Other Business**

- Ms. Huisman emailed the open projects list and crash reports provided by Sgt Sutherland; anyone who has questions can contact her.
- She suggested an outdoor gathering so that the BAC could welcome new members in person.
- This was Ms. Snow's last meeting as a member; she was thanked for her many years of service on the BAC.
- Ms. Huisman will be moving to western Massachusetts at the end of the year, so the BAC will be seeking a replacement for her.

**Adjournment:** 9:04 PM